

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR(Archangel Oblast)

DATE DISTR. 10 Oct. 1950

SUBJECT White Sea Coastal Navigation

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[REDACTED]SUPPLEMENT TO
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The attached report concerning White Sea coastal navigation is being sent to you for retention in the belief that it may be of interest.

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1. [REDACTED] all vessels must be piloted from CAPE LYETNI-ORLOV (64° 55' N, 36° 26' E) to Pier 32, the only berth now available. The river pilot station on KIJ ISLAND was closed during summer 1949. Roadstead loading is not permitted. The bar may be passed at high tide by vessels with a below-surface draught of 4 1/2 meters. Pier 32 can accommodate three wooden ships. Communication with the pilots was difficult, being carried on in minimum English language.
2. During autumn 1949 the same ship proceeded northeast to the MEZEN RIVER, which may be approached only by routes passing south of MORJOVLTS ISLAND (66° 44' N, 42° 32' E) because sailing along the KANIN COAST is forbidden. Course variations must be made according to land bearings.
3. The course followed was: south along the TERSKI COAST until the DANILOV beacon was sighted four nautical miles away at an angle of 302 degrees; then at 108 degrees for thirty nautical miles until the CAPE VORONOV beacon was six nautical miles distant at 240 degrees; thence at 100 degrees with the FALKANCH light buoy four cable lengths away on the port side until the ABRA'OV beacon was seven nautical miles away at 235 degrees. Then directly to the SEMJA directional light buoy on a course of 160 degrees.
4. Vessels must wait at the SEMJA buoy for the pilot, who comes out from the MEZEN. Enroute, depths at high tide ran from ten to fourteen meters; in the vicinity of the FALKANCH buoy, it was approximately seven meters deep at low tide.
5. There are two pontoon loading bridges at KAMENKA with berths for 3-4 vessels. The crews are very thorough, though shore personnel are made available. Ship-to-ship visiting is strictly forbidden.

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